

In your opinion, was the project description, purpose, and need for the project adequately explained? If not, what additional information is needed?

See Attached

Please tell us how to reach you.

**CONTACT INFORMATION**

Name: \_\_\_\_\_

Representing (Optional): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Daytime Phone (Optional): \_\_\_\_\_

*Public participation for the Federal, Minnesota, and Wisconsin permitting processes will be ongoing for the Hampton-Rochester-La Crosse 345 kV Transmission Project. If you sign up for the mailing list, you will be notified when opportunities to participate are being planned.*

*Please plan to continue your involvement in the process and provide your comments. We appreciate your input.*

If you own property in one of the proposed corridors, please indicate all the existing uses of your property below:

☒ Agriculture

☒ Residential

☐ Conservation Easement

☐ Commercial

☐ Industrial

☐ Other: \_\_\_\_\_

Please describe any special uses or circumstances on your property that should be considered when assessing the Project. Please indicate the location of your property.

*See Attached*

In your opinion, what are the most sensitive resources (biological, cultural, recreational, ect.) in the Project area and why?

*See Attached*

## COMMENT FORM

Public Scoping Meetings

We need your input. Please take a few minutes to provide your comments or questions for the USDA RUS Federal Environmental Impact Statement process and return your completed form today or mail by June 29, 2009. Your comments help in the planning and implementation of the project. **Thank you.**

*Completing this form will automatically add you to our mailing list. If you prefer to not be on the mailing list, please check the box below.*

☐ I do not wish to be on the project mailing list

Which meeting did you attend? \_\_\_\_\_

Please check the following issues that are important to you for transmission line siting.

- ☒ Project Purpose and Need
- ☒ Visual / Aesthetic resources
- ☒ Proximity to residences
- ☒ Land use (agriculture, residential, recreation)
- ☐ Water resources (floodplains, river crossings)
- ☐ Biological resources (wildlife habitat, raptors)
- ☐ Historic and cultural sites
- ☒ Radio or television interference
- ☒ Noise
- ☐ Health and safety
- ☐ Other: \_\_\_\_\_

What additional key issues should be addressed when assessing the potential impacts of this project?

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Hampton • Rochester • La Crosse 345 kV Transmission Project

Key issues assessing the potential impacts of this project

In my opinion, with the existing transmission lines that already are in place, easements done, etc., people have already made the decision whether or not to live next to lines. Because these decisions have been made, the existing lines should be replaced or upgraded. If I wish to build a new farmstead building, I need to remove an old building first. I just cannot access my neighbor's land, but that, in effect, is what the utilities companies wish to do.

I-149-001

Route A3, A5, A6, A122

For the north-south routes around Hampton, the two eastern routes (A6, A122) would be more difficult to construct and gain because of going cross-country compared to the western route (A5), which follows Hwy 52.

It appears that following Hwy 52 would be the shortest route to the southeast from Hampton and appears to have the easiest access for construction and maintenance, since the line is next to the highway versus being a fair distance from maintained roads. The power lines and poles installed along the north side of Hwy 50 between Farmington and Lakeville and east side of Hwy 52, 117<sup>th</sup> Street East north to Inver Grove Trail, appear to be what should be installed all along Hwy 52 from the substation (north of Hampton) to the southeast toward Rochester.

I-149-002

If the ultimate goal is to send energy to Chicago, why not follow the existing railroads as indicated in the attached article or follow the existing interstate system?

Special uses or circumstances on your property

I-149-003

We are located on Lewiston Blvd, directly east of Hampton. Route A4 cuts across the middle of fields (ours and others). We would encourage locating lines along current property boundaries. Cutting across fields would make use of center pivot irrigation impossible and would add considerable time and difficulty to planting, harvesting and maintaining crops.

The single-pole tower placed on property lines would be easier to work (farm) around than the two-pole style.

Most sensitive resources

Cultural—We chose this location in 1988, not only to maintain our own farm, but also to be able to view farmland and natural resources. We do not wish to look out our windows and see towers and wires.

**I-149-001**

Your comment has been noted. The criteria used to route the transmission line is described in the Macro Corridor Study which is available on the RUS website at:

<http://www.usda.gov/rus/water/ees/eis.htm>. These criteria and routing process will be addressed in the Draft Environmental Impact Statement. The project is still in the development and planning stages and the utilities have not yet permitted a route for the transmission line.

The Draft Environmental Impact Statement will be available on the RUS website at: <http://www.usda.gov/rus/water/ees/eis.htm>. Comments on the Draft Environmental Impact Statement will be solicited after its publication.

**I-149-002**

Your comment has been noted. The Draft Environmental Impact Statement will describe, in detail, project purpose and need. The justification document which has been accepted by the RUS is the Alternative Evaluation study which is available at:

<http://www.usda.gov/rus/water/ees/eis.htm>.

**I-149-003**

Your comment has been noted. The criteria used to route the transmission line is described in the Macro Corridor Study which is available on the RUS website at:

<http://www.usda.gov/rus/water/ees/eis.htm>. These criteria and routing process will be addressed in the Draft Environmental Impact Statement. The project is still in the development and planning stages and the utilities have not yet permitted a route for the transmission line.

Project description, purpose, and need for the project adequately explained.

I-149-004

The project description and purpose were adequately explained, but I am skeptical of the real need to add additional transmission lines. It would have been nice to have more information on why the lines need to be installed and why the existing lines cannot be replaced and/or upgraded to handle increased electrical demand without taking over new areas.

I-149-005

I would encourage choosing the site option and equipment option that provides the least disruption to production agriculture. Placing towers in existing property (fence) lines, highway rights of way, non-farmable areas, etc., is much better than placing towers within fields. Field placement would make it difficult to use larger equipment (planters, etc.) and would limit use of irrigation equipment (center pivots, etc.).

Contact information

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**I-149-004**

Your comment has been noted. The Draft Environmental Impact Statement will describe, in detail, project purpose and need. The justification document which has been accepted by the RUS is the Alternative Evaluation study which is available at:  
<http://www.usda.gov/rus/water/ees/eis.htm>.

**I-149-005**

Your comment has been noted. The criteria used to route the transmission line is described in the Macro Corridor Study which is available on the RUS website at:  
<http://www.usda.gov/rus/water/ees/eis.htm>. These criteria and routing process will be addressed in the Draft Environmental Impact Statement. The project is still in the development and planning stages and the utilities have not yet permitted a route for the transmission line.

NSPE <DailyDesigns@nspe.custombriefings.com>  
June 18, 2009

**Freight Company Considers Allowing Wind Power To Be Routed Along Railroad.**


The Wired (6/17, Barry) Autopia blog reported, "Freight company BNSF is considering allowing power companies to use its railroad rights-of-way...to route transmission lines from remote wind farms to major cities. In exchange, BNSF would get lower electric bills and a constant source of power for their locomotives should BNSF go electric." Such a deal "would position rail companies to benefit from any future "cap-and-trade" emissions policies," and could also "cut emissions as diesel locomotives are replaced with electric trains," which would "be a boon for domestic locomotive manufacturers." However, "the Association of American Railroads warns that many railway lines don't have the capacity to run both freight and passenger trains."

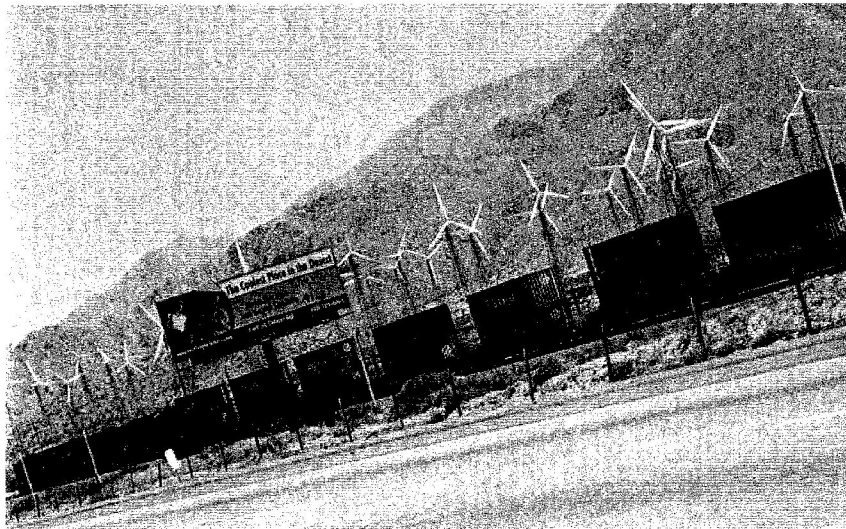
<http://www.wired.com/autopia/2009/06/rail-wind/>

Autopia

Planes, Trains, Automobiles and the Future of Transportation

## All Aboard the Wind-Powered Railway

By Keith Barry  June 17, 2009 | 1:41 pm | Categories: [Infrastructure](#), [Rail](#)



The marriage of railway operators and wind farms could bring renewable energy to more people and energy-saving, higher-speed locomotives to America's rails.

Freight company BNSF is considering allowing power companies to use its railroad rights-of-way (such as the [Chicago-to-California Transcon](#)) to route transmission lines from remote wind farms to major cities. In exchange, BNSF would get lower electric bills and a constant source of power for their locomotives should BNSF go electric, according to [RailwayAge Magazine](#).

The concept makes sense. Railroad rights-of-way tend to be largely hidden from view but they also lead to major population centers, and they could pass big midwestern wind farms. A wind-and-rail combination would position rail companies to benefit from any future "cap-and-trade" emissions policies. It also could cut emissions as diesel locomotives are replaced with electric trains, and investments in wind power would help further offset emissions.

Electrification also would be a boon for domestic locomotive manufacturers — such as Cleveland's [EMD](#) and [GE Transportation Systems](#) — which would begin building all-new electric locomotives to meet increased demand.

Still, electrification isn't without controversy. According to *RailwayAge*, many rail experts believe electrification is the first step toward running high-speed passenger trains on existing freight corridors. The Association of American Railroads warns that many railway lines don't have the capacity to run both freight and passenger trains.

Photo: [Flickr/tom.arthur](#)

Tags: [Electric Vehicles](#), [Emissions](#)

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### Comments (0)